

68-8

DEPARTMENT OF TRANSPORTATION  
NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20591

A-67-26

SEP 1 1967

IN REPLY  
REFER TO: SB-1-96

Honorable William F. McKee  
Administrator  
Federal Aviation Administration  
Department of Transportation  
Washington, D. C. 20590

Dear General McKee:

Investigation of a compressor failure involving a General Electric CJ-805 engine installed in Delta Air Lines Convair 880, N8815E, disclosed evidence of 7th and 8th stage compressor disk distress in the form of corrosion pitting as well as evidence of a fatigue fracture in the 8th stage compressor disk. The failed part had accumulated 10,715 operating cycles at the time of the failure. A second, more recent, failure of a CJ-805 compressor, involving the identical parts occurred under similar circumstances after accumulating 11,548 operating cycles.

The life limitation of 16,500 operating cycles presently imposed upon these P/N 106R681P1 and 106R682P1 disk assemblies indicates the need for an appropriate reduction in their service life. General Electric Alert Service Bulletins A72-254 and A72-261 impose a progressive reduction of compressor disk service life. In order to preclude similar incidents in the future, it is recommended that the above service bulletins be made the subject of an immediate airworthiness directive.

We are informed that improved, redesigned and more durable versions of the subject compressor disks are currently being considered for release by the manufacturer. It is recommended that incorporation of these improved compressor disks be on a mandatory and expedited basis upon availability of the parts.

Honorable William F. McKee (2)

A photo depicting the results of the compressor disk failure on N8815E during takeoff from Newark, New Jersey Airport on June 24, 1967 is attached.

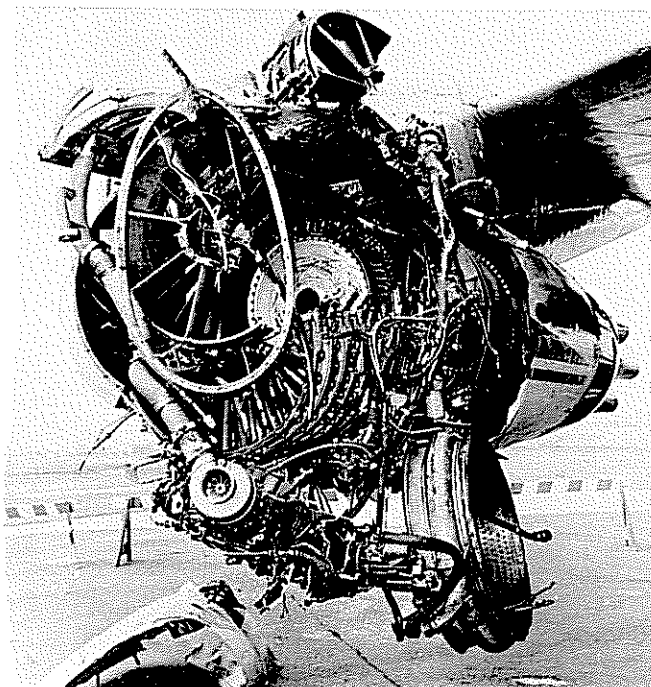
Sincerely yours,

Joseph J. O'Connell, Jr.  
Chairman

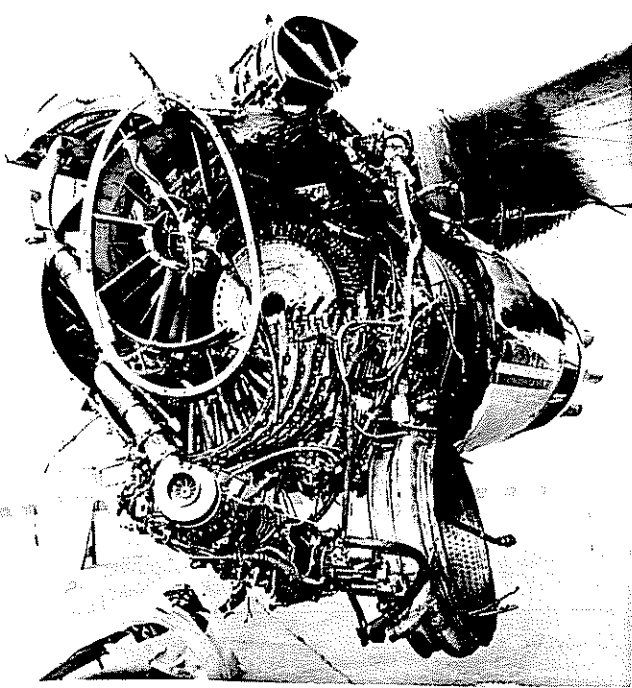
Attachment

WISDA AIR LINE - CONAIN 600 00100  
FLIGHT 600, JUNE 14, 1967

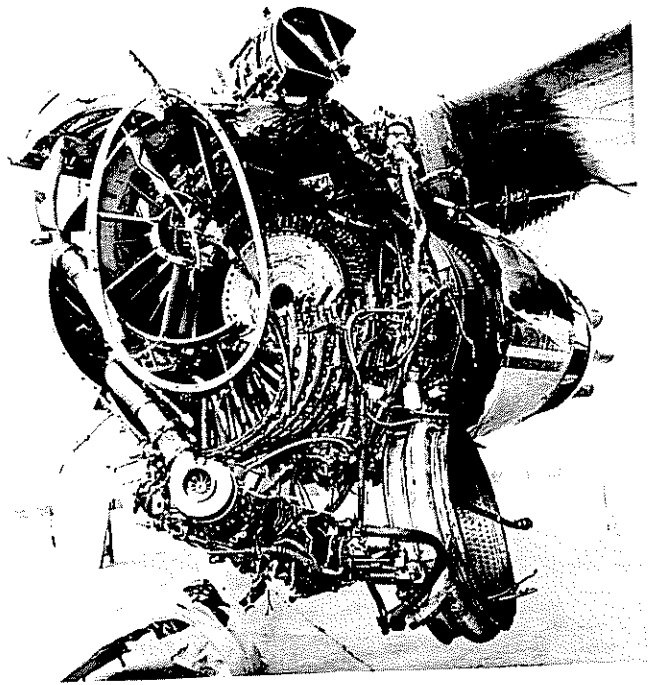
NO. 4 ENGINE - GENERAL ELECTRIC C4-800-A 1700-1000  
ENGINE COMPRESSION SEPARATION FORWARD OF 4TH STAGE COMPRESSION LINK



STATION ENGINE - 1911  
1. 1911  
2. 1911  
3. 1911  
4. 1911  
5. 1911  
6. 1911  
7. 1911  
8. 1911  
9. 1911  
10. 1911  
11. 1911  
12. 1911  
13. 1911  
14. 1911  
15. 1911  
16. 1911  
17. 1911  
18. 1911  
19. 1911  
20. 1911  
21. 1911  
22. 1911  
23. 1911  
24. 1911  
25. 1911  
26. 1911  
27. 1911  
28. 1911  
29. 1911  
30. 1911  
31. 1911  
32. 1911  
33. 1911  
34. 1911  
35. 1911  
36. 1911  
37. 1911  
38. 1911  
39. 1911  
40. 1911  
41. 1911  
42. 1911  
43. 1911  
44. 1911  
45. 1911  
46. 1911  
47. 1911  
48. 1911  
49. 1911  
50. 1911  
51. 1911  
52. 1911  
53. 1911  
54. 1911  
55. 1911  
56. 1911  
57. 1911  
58. 1911  
59. 1911  
60. 1911  
61. 1911  
62. 1911  
63. 1911  
64. 1911  
65. 1911  
66. 1911  
67. 1911  
68. 1911  
69. 1911  
70. 1911  
71. 1911  
72. 1911  
73. 1911  
74. 1911  
75. 1911  
76. 1911  
77. 1911  
78. 1911  
79. 1911  
80. 1911  
81. 1911  
82. 1911  
83. 1911  
84. 1911  
85. 1911  
86. 1911  
87. 1911  
88. 1911  
89. 1911  
90. 1911  
91. 1911  
92. 1911  
93. 1911  
94. 1911  
95. 1911  
96. 1911  
97. 1911  
98. 1911  
99. 1911  
100. 1911



68-8



68-8

